IMPACT FEE RATE STUDY

FOR

ROADS

SUMTER COUNTY, FLORIDA

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1. INTRODUCTION

PURPOSE

Local governments charge impact fees for several reasons: 1) to obtain revenue to pay for some of the cost of new public facilities, 2) to implement a public policy that new development should pay a portion of the cost of facilities that it requires, and that existing development should not pay all of the cost of such facilities, and 3) to assure that public facilities will be constructed "concurrently" to serve development.

This study of impact fees for roads for Sumter County, Florida (1) describes the methodology that is used to develop the fees, (2) presents the formulas, variables and data that are the basis for the fees, and (3) documents the calculation of the fees. The methodology is designed to comply with the requirements of court cases and statutes of the State of Florida.

ORGANIZATION OF THE STUDY

The study contains two chapters:

Chapter 1 summarizes the rules for developing impact fees that have resulted from key court cases.

Chapter 2 documents the impact fees for roads, including the formulas, variables and data that are used to calculate the impact fee.

RULES FOR DEVELOPING IMPACT FEES

There are several significant court cases that guide the development of impact fees in Florida. The following three cases affect impact fees for the Sumter County: Contractors and Builders Association of Pinellas County v. City of

Dunedin. 329 So.2d 314 (Fla. 1976); Hollywood, Inc. v. Broward County. 431 So.2d 606 (Fla. 4th DCA 1983); and Home Builders and Contractors Association of Palm Beach County, Inc. v. Board of County Commissioners of Palm Beach County. 446 So.2d 140 (Fla. 4th DCA 1983). The Local Government Comprehensive Planning and Land Development Regulation Act (1985, amended 1986 and 1993) also touches on some aspects of impact fees.

The court cases and legislation provide direction in three broad areas of the development of impact fees: (1) who pays, and how much (the "fair share" rules), (2) where and how the fee can be used (the "nexus of benefit" rules), and (3) offsets against the fee (the "credits" rules).

1. Fair Share Rules

The fair share rules provide that impact fees can be charged only for the portion of the cost of public capital facilities that is attributable to new growth. Impact fees cannot be charged to pay for the cost of reducing or eliminating deficiencies in existing facilities. Within this broad rule, specific guidance is given in several areas:

- It is permitted to distinguish among different types of growth in establishing fee amounts (i.e., impact fee rates can be based on the type of land use, such as residential, retail, office, commercial, industrial, and other types of construction)

- Fee-payers should be able to pay a smaller fee if they can demonstrate that their development will have less impact than is presumed in the calculation of the impact fee schedule for their classification of property and such reduced needs must be permanent and enforceable (i.e., through land use restrictions).

- Costs of facilities that will be used by new growth and existing users must be apportioned between the two groups in determining the amount and expenditure of the fee, or the cost charged to impact fees must be based on levels of service so that new and existing development are treated equally (thus insuring that new development does not pay for existing development's share of facility costs).

2. Nexus of Benefit Rules

The nexus of benefit rules require a reasonable connection (1) between the need for public capital facilities and the growth from the fee-paying development, and (2) between the expenditure of fee revenue and the benefits received by the fee-paying development.

These two conditions limit where and when impact fees can be collected and used. Where possible, there should be a geographical relationship, but there is no specific limit on the distance between a fee-paying development and a public capital facility that is built with the impact fees. Some impact fees are collected and expended within service areas that are smaller than the jurisdiction that is collecting the fees in order to meet the nexus of benefit requirement regarding the relationship between impact fees and the development that pays (and benefits from) the fees. Other impact fees do not use service areas because such "districts" are not necessary to establish the relationship between the fee and the development.

In Sumter County's planning of capital improvement projects there is a distinction between arterial roads and collector roads. Arterial roads are considered to be County-wide systems, therefore arterial roads are based on a single County-wide district. Collector roads are considered to be sub-County systems, therefore there are two districts for collector roads.

Another issue that affects the nexus of benefits for impact fees is the type of property that receives the benefits (residential or non-residential). Impact fees are charged to properties which benefit from such facilities. Roads are used by residences, businesses, and institutions, therefore road impact fees are charged to all types of land uses.

Another nexus of benefit requirement is that fee revenue must be expended within a reasonable period of time after it is paid, but there is no specific maximum limit that applies to all impact fee expenditures. If the local government fails to expend the impact fee payments within a reasonable period of time of receipt of such payments the developer can obtain a refund of the impact fees.

Fee revenue must be earmarked for specific uses related to the type of public capital facilities for which the impact fee was charged.

In general, explicit limitations on the use of fees must be adequate to guide government personnel to produce the required nexus of benefits.

3. Credits Rules

The credits rules allow a fee-payer to have an impact fee reduced to reflect (1) contributions of land, cash, facilities, or other assets that meet the same need as the fee; and (2) future payments of taxes that will be used for public capital facilities that respond to the impact of new development. The court cases and legislation do not prohibit the government from establishing reasonable constraints on determining credits. In particular, the government should require that the quality of a donated public facility conforms to adopted County standards for such facilities, or at least be comparable to similar County facilities. The government should also require a rational nexus of benefit between a contribution and the fee-paying property which receives a credit.

2. ROADS IMPACT FEES

Six formulas are used to determine the amount of impact fees for new roads that are required as a result of new development. This chapter includes a description of the formulas and each variable that is used in the formulas, an explanation of the data used in the formulas, and the calculation of the impact fees for roads.

1. NET COST OF CAPACITY

FORMULA

The net cost of road capacity is calculated by subtracting other funding ("credits") from the cost of each road capital improvement project that adds capacity to the road system:

Cost of Road Projects Adding Capacity	-	Revenue From Other Sources	=	Net Cost of Road Projects Adding Capacity

There are two variables used in Formula 1: (a) the cost of road capital improvement projects that add capacity to the road system, and (b) credits for funding from other sources of revenue.

Variable (a) Cost of Road Capital Improvement Projects that Add Capacity

In October 2004, the Board of County Commissioners adopted a long-range plan for transportation that lists the County's planned capital improvement projects. Capital improvement projects that increase road capacity are potentially eligible for road impact fees, and are included in this rate study. Road improvement projects for safety, capital maintenance, beautification, and traffic

control are not eligible for road impact fees because they do not increase the capacity of the road system.

The County's capital improvements project list includes collector roads and arterial roads. The County is responsible for collector roads. The State is responsible for arterial roads, however the County wishes to ensure that local development mitigates a portion of its impact on State roads, therefore those roads are included in this rate study.

Variable (b) Credits for Other Sources of Revenue

Credits are calculated for future taxes and revenues (other than impact fees) that will be used to increase the capacity of the County's road system. The only revenue sources that are required to be credited are those which are used, as a matter of County policy, for road capital improvements for new development.

Credits are not given for revenues that are used for repair or maintenance costs because impact fees are not used for such expenses. Credits are not given for revenues that are used for capital purposes other than capacity (i.e., safety, resurfacing, etc.) because impact fees are not used for such expenses.

The credit for other sources of revenue subtracts the dollar amount of other sources of revenue that are available for road projects that create additional capacity from the total cost of such capital improvements to calculate the net (unfunded) local cost. Sumter County has one revenue source that is credited against impact fees: the portion of the cost arterial roads that will be paid by the State and/or private sources. It is estimated that state sources will total $32 million for the arterial projects. The amount is apportioned among the four projects in proportion to the cost of each project.

Another potential "credit" against impact fees is for donations by developers of land or improvements for roads. These credits, which reduce the amount of impact fee that is due, are in addition to the credit for other revenues described in the preceding paragraphs. They depend upon specific arrangements between the County and a developer, and are calculated on a case-by-case basis at the time impact fees are to be paid.

CALCULATIONS

Table 1 lists the road capital improvement projects that add capacity to collector roads and are therefore eligible for impact fee financing. Table 2 lists the projects that add capacity to arterial roads that are eligible for impact fee financing. In both tables, each project is described (name, to and from termini), the total cost of the project is listed, and the State/Private revenues are listed and subtracted to calculate the net cost.

Table 1: Net Cost of Capacity Road Improvements - Collector Roads

Project Description	Total Cost	State/ Private Revenue	Net Cost Added Capacity
Collector Roads - District 1			
1. CR 462 from SR 35/US 301 to CR 121	$ 2,300,000		$ 2,300,000
2. CR 462 from CR 121 to CR 466A	2,500,000		2,500,000
3. CR 466 from I-75 (including interchange) to US 301	28,800,000		28,800,000
4. CR 466 from US 301 to CR 113/Buena Vista	8,800,000		8,800,000
5. CR 466 from CR 113/Buena Vista to Morse Blvd (South ext.)	10,100,000		10,100,000
6. CR 466 from Morse Blvd (South ext.) to Lake County line	4,300,000		4,300,000
7. CR 466A from CR 462 to Lake County line	15,900,000		15,900,000
8. CR 468 from CR 501 (including interchange) to SR 44	22,800,000		22,800,000
9. CR 470 from Interstate 75 to US 301	9,500,000		9,500,000
10. CR 470 from CR 501 to Lake County line	1,000,000		1,000,000
11. CR 470 Extension from US 301 to SR 471	1,100,000		1,100,000
12. CR 221 from CR 462 to CR 44A	5,100,000		5,100,000
13. CR 139 from CR 466A to CR 44A	5,400,000		5,400,000
14. CR 139 Extension from CR 44A to SR 44	2,600,000		2,600,000

Project Description	Total Cost	State/ Private Revenue	Net Cost Added Capacity
Collector Roads - District 2			
15. CR 48 from SR 471 to CR 469	1,000,000		1,000,000
16. CR 469 from CR 48 to SR 50	1,000,000		1,000,000

Table 2: Net Cost of Capacity Road Improvements - Arterial Roads

Project Description	Total Cost	State/ Private Revenue	Net Cost Added Capacity
Arterial Roads - Countywide District			
17. SR 48 from SR 93/I-75 (Bushnell) to Main Street & SR 48	$ 8,400,000	$3,207,637	$ 5,192,363
18. SR 35/US 301 from CR 470 to Florida Turnpike (SR 91)	26,000,000	9,928,401	16,071,599
19. SR 35/US 301 from Lion St. to Marion County line	45,000,000	17,183,771	27,816,229
20. SR 500/US 441 from Lake County line to Marion County line	4,400,000	1,680,191	2,719,809

2. NET COST OF CAPACITY FOR GROWTH

FORMULA

The net cost of road capacity for growth is calculated by subtracting the cost of additional road capacity that is attributable to existing deficiencies from the net cost of each road capital improvement project that adds capacity to the road system:

Net Cost of Road Projects Adding Capacity	-	Portion of Cost Attributable to Existing Deficiencies	=	Net Cost of Capacity Projects for Growth

There is one new variable used in Formula 2: (c) the portion of the total cost of each road capital improvement project that is attributable to existing deficiencies in the road system.

Variable (c) Portion of Project Cost Attributable to Existing Deficiencies

It is possible for a road improvement project to create enough capacity to eliminate an existing deficiency and also provide capacity to serve growth. Impact fees cannot be charged for the portion that eliminates existing deficiencies. Variable (c) determines and eliminates the portion of project cost that is attributable to existing deficiencies by comparing current traffic volume to the design capacity of each road.

CALCULATIONS

Table 3 lists each road capital improvement projects that adds capacity to collector roads and are therefore eligible for impact fee financing. Table 4 lists the projects that add capacity to arterial roads that are eligible for impact fee financing. In both tables, the current capacity is listed for each road segment to show how many vehicles per day the road is capable of handling. The current volume is shown for each road to show how many vehicles per day are actually using the road (regardless of its capacity). Finally, the volume is subtracted from the capacity. If the balance is a positive number, it indicates the amount of reserve capacity that is available to serve increased traffic in the future. If the result is a negative number, it means that there is an existing deficiency because there are more vehicles on the road than it is designed to handle.

The results of this analysis shows that there are no existing deficiencies on any of the roads that are planned for capacity improvements in Sumter County, therefore there is no reduction of cost of projects that are eligible for impact fees.

Table 3: Existing Deficiency Analysis - Collector Roads

Project Description	Current Capacity	Current Volume	Reserve or Deficiency
Collector Roads - District 1			
1. CR 462 from SR 35/US 301 to CR 121	10,320	2,500	7,820
2. CR 462 from CR 121 to CR 466A	10,320	3,200	7,120
3. CR 466 from I-75 (including interchange) to US 301	14,560	3,700	10,860
4. CR 466 from US 301 to CR 113/Buena Vista	15,500	11,000	4,500
5. CR 466 from CR 113/Buena Vista to Morse Blvd (South ext.)	14,500	13,100	1,400
6. CR 466 from Morse Blvd (South ext.) to Lake County line	14,500	13,100	1,400
7. CR 466A from CR 462 to Lake County line	12,900	3,600	9,300
8. CR 468 from CR 501 (including interchange) to SR 44	12,900	3,300	9,600
9. CR 470 from Interstate 75 to US 301	12,900	8,100	4,800
10. CR 470 from CR 501 to Lake County line	10,320	7,700	2,620
11. CR 470 Extension from US 301 to SR 471	0	0	0
12. CR 221 from CR 462 to CR 44A	2,540	500	2,040
13. CR 139 from CR 466A to CR 44A	10,160	1,000	9,160
14. CR 139 Extension from CR 44A to SR 44	0	0	0

Project Description	Current Capacity	Current Volume	Reserve or Deficiency
Collector Roads - District 2			
15. CR 48 from SR 471 to CR 469	10,320	6,300	4,020
16. CR 469 from CR 48 to SR 50	10,320	3,000	7,320

Table 4: Existing Deficiency Analysis - Arterial Roads

Project Description	Current Capacity	Current Volume	Reserve or Deficiency
Arterial Roads - Countywide District			
17. SR 48 from SR 93/I-75 (Bushnell) to Main Street & SR 48	10,320	8,000	2,320
18. SR 35/US 301 from CR 470 to Florida Turnpike (SR 91)	10,320	7,300	3,020
19. SR 35/US 301 from Lion St. to Marion County line	18,200	9,200	9,000
20. SR 500/US 441 from Lake County line to Marion County line	34,200	33,500	700

3. NET COST OF CAPACITY THROUGH 2020

FORMULA

The net cost of road capacity through 2020 is calculated by multiplying the percent of additional road capacity that will be used by the year 2020 times the net cost of each road capital improvement project that adds capacity for growth:

Percent of Added Capacity Used by 2020	x	Net Cost of Capacity Projects for Growth	=	Net Cost of Capacity Projects Through 2020

There is one new variable used in Formula 3: (d) the percent of additional road capacity that will be used by 2020.

Variable (d) Percent of Added Capacity Used by 2020

The planning horizon for the analysis of needs for road improvement projects is the year 2020. The capacity of some road improvements will be consumed by 2020, but the capacity of other projects may not be used up by that time. Variable (d) supports the use of average pricing, rather than marginal pricing, by determining the portion of any projects that will not be consumed by 2020, and subtracting the cost of such portions from impact fee calculations. The net effect of this step is to defer such costs to growth that occurs beyond 2020 by having the County front-fund the cost of the improvement, and recover the front-funding by impact fees that will be calculated as recoupment fees after the year 2020.

The percent of capacity that will be used by 2020 is determined by subtracting the forecast traffic volume in 2020 from the 2020 capacity. If the 2020 volume is less than the 2020 capacity, the balance will be reserve capacity available after 2020. The reserve balance is subtracted from the increase in capacity to determine the amount of additional capacity that will be used. That amount is divided by the increase in capacity to determine the percent of new capacity that will be consumed by 2020.

CALCULATIONS

Table 5 lists the collector road projects and the net cost of added capacity from Table 3. Table 6 lists the arterial road projects and the net cost of added capacity from Table 4. For each project, the percent of capacity that will be used by 2020 has been calculated and that percent is applied to the net cost of added capacity in order to determine the net cost of road capacity through 2020.

Table 5: Net Cost of Capacity Through 2020 - Collector Roads

Project Description	Net Cost Added Capacity	% Capacity Used by 2020	Net Cost Capacity Thru 2020
Collector Roads - District 1			
1. CR 462 from SR 35/US 301 to CR 121	$ 2,300,000	37.3%	$ 857,060
2. CR 462 from CR 121 to CR 466A	2,500,000	37.3%	931,587
3. CR 466 from I-75 (including interchange) to US 301	28,800,000	100.0%	28,800,000
4. CR 466 from US 301 to CR 113/Buena Vista	8,800,000	100.0%	8,800,000
5. CR 466 from CR 113/Buena Vista to Morse Blvd (South ext.)	10,100,000	100.0%	10,100,000
6. CR 466 from Morse Blvd (South ext.) to Lake County line	4,300,000	100.0%	4,300,000
7. CR 466A from CR 462 to Lake County line	15,900,000	8.9%	1,418,310
8. CR 468 from CR 501 (including interchange) to SR 44	22,800,000	74.9%	17,071,357
9. CR 470 from Interstate 75 to US 301	9,500,000	10.1%	959,283
10. CR 470 from CR 501 to Lake County line	1,000,000	82.7%	826,990
11. CR 470 Extension from US 301 to SR 471	1,100,000	80.6%	886,822
12. CR 221 from CR 462 to CR 44A	5,100,000	86.9%	4,431,362
13. CR 139 from CR 466A to CR 44A	5,400,000	20.5%	1,106,714
14. CR 139 Extension from CR 44A to SR 44	2,600,000	35.7%	927,439
		Total Dist. 1	**81,416,923**

Project Description	Net Cost Added Capacity	% Capacity Used by 2020	Net Cost Capacity Thru 2020
Collector Roads - District 2			
15. CR 48 from SR 471 to CR 469	1,000,000	91.3%	913,495
16. CR 469 from CR 48 to SR 50	1,000,000	32.5%	325,260
		Total Dist. 2	**1,238,754**

Table 6: Net Cost of Capacity Through 2020 - Arterial Roads

Project Description	Net Cost Added Capacity	% Capacity Used by 2020	Net Cost Capacity Thru 2020
Arterial Roads - Countywide District			
17. SR 48 from SR 93/I-75 (Bushnell) to Main Street & SR 48	$ 5,192,363	8.8%	$ 457,334
18. SR 35/US 301 from CR 470 to Florida Turnpike (SR 91)	16,071,599	30.6%	4,918,710
19. SR 35/US 301 from Lion St. to Marion County line	27,816,229	26.9%	7,475,612
20. SR 500/US 441 from Lake County line to Marion County line	2,719,809	66.3%	1,802,664
		Total County	**14,654,320**

4. ADDITIONAL CAPACITY

FORMULA

The additional capacity of a road is calculated by subtracting the road's existing capacity from the improved capacity of the same road after its capital improvement project is completed:

Existing Trip Capacity of Road	-	Improved Trip Capacity of Road	=	Additional Trip Capacity of Road

There is one new variable used in Formula 4: (e) road capacity.

Variable (e) Road Capacity

Sumter County measures its roads by the number of vehicle trips on the road. The number is counted "per day" (i.e., per 24-hour period). There are typically two counts of vehicle trips for any given segment of road: volume and capacity. Volume is the number of vehicles actually traveling on the road, and capacity is the number of vehicles that the road is designed to carry. The "design" capacity corresponds to a specific level of service. As the level of service improves, the design capacity decreases (in order to accommodate fewer vehicles, thus improving the level of service).

CALCULATIONS

The capacity is calculated by identifying the capacity of the road before and after it is improved. The difference between the improved capacity and the existing capacity is the additional capacity.

If a County road that is eligible for impact fees is operating in a deficient condition (i.e., it has more traffic than the County's standard for level of service), the County must subtract the number of deficiency trips from the additional capacity before proceeding with the impact fee calculation. As described under Formula 2, and documented in Tables 3 and 4, none of the roads used as the basis of the impact fee is operating at a deficiency.

Table 7 shows the additional capacity of collector roads, and Table 8 shows arterial road additional capacity. The total added capacity of all collector

roads is calculated as subtotals for each district in Table 7, and for all arterial roads at the bottom of Table 8.

Table 7: Additional Capacity of Collector Road Projects

Project Description	Current Capacity	2020 Capacity	Additional Capacity
Collector Roads - District 1			
1. CR 462 from SR 35/US 301 to CR 121	10,320	13,755	3,435
2. CR 462 from CR 121 to CR 466A	10,320	13,755	3,435
3. CR 466 from I-75 (including interchange) to US 301	14,560	34,200	19,640
4. CR 466 from US 301 to CR 113/Buena Vista	15,500	34,200	18,700
5. CR 466 from CR 113/Buena Vista to Morse Blvd (South ext.)	14,500	30,600	16,100
6. CR 466 from Morse Blvd (South ext.) to Lake County line	14,500	30,600	16,100
7. CR 466A from CR 462 to Lake County line	12,900	34,200	21,300
8. CR 468 from CR 501 (including interchange) to SR 44	12,900	32,800	19,900
9. CR 470 from Interstate 75 to US 301	12,900	43,600	30,700
10. CR 470 from CR 501 to Lake County line	10,320	16,100	5,780
11. CR 470 Extension from US 301 to SR 471	0	12,900	12,900
12. CR 221 from CR 462 to CR 44A	2,540	10,320	7,780
13. CR 139 from CR 466A to CR 44A	10,160	32,800	22,640
14. CR 139 Extension from CR 44A to SR 44	0	32,800	32,800
		Total Dist. 1	**231,210**

Project Description	Current Capacity	2020 Capacity	Additional Capacity
Collector Roads - District 2			
15. CR 48 from SR 471 to CR 469	10,320	16,100	5,780
16. CR 469 from CR 48 to SR 50	10,320	16,100	5,780
		Total Dist. 2	**11,560**

Table 8: Additional Capacity of Arterial Road Projects

Project Description	Current Capacity	2020 Capacity	Additional Capacity
Arterial Roads - Countywide District			
17. SR 48 from SR 93/I-75 (Bushnell) to Main Street & SR 48	10,320	32,800	22,480
18. SR 35/US 301 from CR 470 to Florida Turnpike (SR 91)	10,320	32,800	22,480
19. SR 35/US 301 from Lion St. to Marion County line	18,200	34,200	16,000
20. SR 500/US 441 from Lake County line to Marion County line	34,200	51,400	17,200
		Total County	**78,160**

5. COST PER TRIP

FORMULA

The cost per trip is calculated by dividing the cost of the additional capacity of all eligible projects by the number of additional trips of the improved roads:

Cost of Added Capacity	÷	Additional Trip Capacity of Road	=	Cost per Trip

There are no new variables used in Formula 3.

CALCULATIONS

The cost per trip is calculated by dividing the total capacity cost by the total additional trip capacity.

Table 9 calculates the collector road district 1 capacity cost per trip by dividing the collector road total cost (from District 1 total in Table 5) by the collector road total additional trip capacity (from District 1 total in Table 7).

Table 9: Capacity Cost per Trip - Collector Road District 1

Total Cost of Added Collector Road Capacity	$ 81,416,923
÷ Total Growth Trips in District 1	231,210
Collector Dist 1 Capacity Cost per Growth Trip	$ 352.13

Table 10 calculates the collector road district 2 capacity cost per trip by dividing the collector road total cost (from District 2 total in Table 5) by the collector road total additional trip capacity (from District 2 total in Table 7).

Table 10: Capacity Cost per Trip - Collector Road District 2

Total Cost of Added Collector Road Capacity	$ 1,238,754
÷ Total Growth Trips in District 2	11,560
Collector Dist 2 Capacity Cost per Growth Trip	$ 107.16

Table 11 calculates the arterial road capacity cost per trip by dividing the arterial road total cost (from Table 6) by the arterial road total additional trip capacity (from Table 8).

Table 11: Capacity Cost per Trip - Arterial Roads

Total Cost of Added Arterial Road Capacity	$ 14,654,320
÷ Total Growth Trips on All Arterials	78,160
Arterial Capacity Cost per Growth Trip	$ 187.49

The final step in calculating the cost per trip is to establish the combined rates for each district in Sumter County. Impact fees are paid for collector roads and arterial roads. Development in Collector District 1 will pay the cost per trip for Collector District 1 plus the cost per trip for arterial roads that are charged countywide. Development in Collector District 2 will pay the cost per trip for Collector District 2 plus the cost per trip for arterial roads that are charged countywide. Table 12 combines the cost per trip from Tables 9, 10, and 11.

Table 12: Combined Cost per Trip - Collector and Arterial Roads

Type of Road	District 1	District 2
Collector Road Cost per Trip	$ 352.13	$ 107.16
Arterial Road Cost per Trip	187.49	187.49
Combined Cost per Trip	539.62	294.65

6. IMPACT FEE

FORMULA

The impact fee is calculated by multiplying the cost per trip by the number of additional trips generated by new development:

Cost per Trip	x	Trip Generation Rate	=	Impact Fee per Unit of Land Use

There is one new variable used in Formula 6: (f) trip generation rates.

Variable (f) Trip Generation Rate

Sumter County uses the data reported in Trip Generation, compiled and published by the Institute of Transportation Engineers (ITE). The report is currently in its 7th edition. The report is a detailed statistical compilation of hundreds of surveys of trip origins and destinations conducted throughout the United States. The data is reported on several variables (i.e., type of land use, units of development, number of employees, hour of day, etc.). The data used in Sumter County's impact fee is for the ADT (average daily traffic). Impact fee rates are calculated in this study for many frequently used types of land use (i.e., dwellings, offices, retail, restaurants, etc.). Impact fees can be calculated for other land uses not listed in this rate study by referring to the data in the ITE report.

Trip generation data is reported initially as the total number of trips leaving and arriving at each type of land use. There are two adjustments made to each trip generation rate before it is used to calculate the impact fee.

First, the trip generation rate is divided by 2. This is because the ITE report charges every trip (technically a "trip end") to two land uses: the land use where the trip originated, and the land use at the destination where the trip ended. The adjustment of dividing the trip rate in half has the effect of charging each land use for trips that originate from it (i.e., are "generated" by it). The land use where the trip concludes is charged to that land use (in the form of the trip that leaves that land use). In other words, all land uses are charged for the trips they generate (at the origin) but not for the trips they attract (at the destination).

The second adjustment is to reduce the number of trips charged to land uses that are incidental attractors and generators of trips. For example, if a person leaves work to return home at the end of the work day, the place of employment is the origin, and the home is the destination. But it the person stops

enroute to run an errand at a store, the ITE data counts the stop at the store as a new destination (and a new origin when the person leaves the store). In reality, the work-to-home trip was going to occur regardless of the incidental stop, therefore the trip rate of the store should not be charged as an additional impact on the road system. The adjustment is based on the number of "pass-by" trips that stop at the store instead of "passing by." In the rate table, these trips are eliminated by counting only the trips that are truly "new" trips (i.e., a person made a special trip to the store). The adjustment is shown in the rate table as "Percent New Trips."

CALCULATIONS

The impact fee rate per unit of development for each type of land use is calculated by determining the trip generation rate for that land use, then multiplying the trip rate times the cost per trip from Table 12. The total impact fee for the same development is calculated by multiplying the size of the development (i.e., square feet, dwellings, etc.) times the impact fee rate per unit. Developments that have more than one land use have their impact fee calculated separately for each type of land use, using the trip rate for that land use times the amount of development of that type.

Table 13 lists the ITE trip generation rates and adjustments for Sumter County District 1. The results of the adjustments appear in the next to the last column: "Net New Trips per Unit of Measure." The final column is the impact fee rate per unit (i.e., per square foot, per dwelling unit, etc.). The data in the last column is calculated by multiplying the "net new trips" column times the combined cost per trip of $539.62 from Table 12. Fees in Table 13 are paid by development in the northern part of unincorporated Sumter County.

Table 14 lists the same data for District 2, based on a combined cost per trip of $294.65 from Table 12. Fees in Table 14 are paid by development in the southern part of unincorporated Sumter County.

Table 15 lists the same data for the Countywide District , based on a arterial road cost per trip of $187.49 from Table 11. Fees in Table 15 are paid by development in municipalities in Sumter County.

The total impact fee owed by a proposed development is calculated by multiplying the size of the development times the impact fee rate per unit in the last column of .

Table 13: Combined Road Impact Fee Rate Schedule - District 1

ITE Code and Land Use Category	Trip Rate	% New Trips	Net New Trips Per Unit of Measure	Impact Fee Per Unit @ $539.62 per Trip
110 Light Industrial	3.485	90%	3.14 1,000 sq ft	1.69 per sq ft
120 Heavy Industrial	0.750	90%	0.68 1,000 sq ft	0.36 per sq ft
130 Industrial Park	3.480	90%	3.13 1,000 sq ft	1.69 per sq ft
140 Manufacturing	1.910	90%	1.72 1,000 sq ft	0.93 per sq ft
150 Warehousing	2.480	90%	2.23 1,000 sq ft	1.20 per sq ft
151 Mini-warehouse	1.250	90%	1.13 1,000 sq ft	0.61 per sq ft
210 Single family House	4.785	100%	4.79 dwelling	2,582.08 per d.u.
220 Apartment	3.360	100%	3.36 dwelling	1,813.12 per d.u.
230 Condominium/Townhouse	2.930	100%	2.93 dwelling	1,581.09 per d.u.
240 Mobile Home Park	2.495	100%	2.50 dwelling	1,346.35 per d.u.
310 Hotel	4.085	100%	4.09 room	2,204.35 per room
320 Motel	2.815	100%	2.82 room	1,519.03 per room
420 Marina	1.480	90%	1.33 berth	718.77 per berth
430 Golf Course	2.520	100%	2.52 acre	1,359.84 per acre
437 Bowling Alley	16.665	70%	11.67 1,000 sq ft	6.29 per sq ft
444 Movie Theater	128.460	85%	109.19 screen	58,921.65 per screen
491 Racquet Club	7.015	75%	5.26 1,000 sq ft	2.84 per sq ft
520 Elementary School	7.245	90%	6.52 1,000 sq ft	3.52 per sq ft
522 Middle or Jr High School	6.890	90%	6.20 1,000 sq ft	3.35 per sq ft
530 High School	6.445	90%	5.80 1,000 sq ft	3.13 per sq ft
540 Junior/Community College	13.745	90%	12.37 1,000 sq ft	6.68 per sq ft
560 Church	4.555	90%	4.10 1,000 sq ft	2.21 per sq ft
565 Day Care Center	39.630	75%	29.72 1,000 sq ft	16.04 per sq ft
610 Hospital	8.785	80%	7.03 1,000 sq ft	3.79 per sq ft
620 Nursing home	1.185	100%	1.19 bed	639.45 per bed
630 Clinic	15.725	80%	12.58 1,000 sq ft	6.79 per sq ft
710 General Office	5.505	90%	4.95 1,000 sq ft	2.67 per sq ft
720 Medical office	18.065	90%	16.26 1,000 sq ft	8.77 per sq ft
812 Building Materials & Lumber	22.580	80%	18.06 1,000 sq ft	9.75 per sq ft
813 Discount Superstore (free standing)	24.605	80%	19.68 1,000 sq ft	10.62 per sq ft
814 Specialty Retail	22.160	70%	15.51 1,000 sq ft	8.37 per sq ft
815 Discount Store (free standing)	28.010	83%	23.25 1,000 sq ft	12.55 per sq ft
816 Hardware/Paint Store	25.645	70%	17.95 1,000 sq ft	9.69 per sq ft
817 Nursery (Garden Center)	18.040	70%	12.63 1,000 sq ft	6.81 per sq ft
820 Shopping Center	21.470	66%	14.17 1,000 sq ft	7.65 per sq ft
823 Factory Outlet Center	13.295	70%	9.31 1,000 sq ft	5.02 per sq ft
841 New Car Sales	16.670	80%	13.34 1,000 sq ft	7.20 per sq ft
843 Automobile Parts Sales	30.955	57%	17.64 1,000 sq ft	9.52 per sq ft
848 Tire Store	12.435	72%	8.95 1,000 sq ft	4.83 per sq ft
849 Wholesale Tire Store	10.180	70%	7.13 1,000 sq ft	3.85 per sq ft
850 Supermarket	51.120	64%	352.72 1,000 sq ft	17.65 per sq ft
851 Convenience market-24 hr	368.995	39%	143.91 1,000 sq ft	77.66 per sq ft
853 Convenience market w/ Gas Pumps	271.300	34%	92.24 per vfp	49,775.63 per vfp
860 Wholesale market	3.365	39%	1.31 1,000 sq ft	0.71 per sq ft
861 Discount Club	20.900	70%	14.63 1,000 sq ft	7.89 per sq ft

ITE Code and Land Use Category	Trip Rate	% New Trips	Net New Trips Per Unit of Measure	Impact Fee Per Unit @ $539.62 per Trip
862 Home Improvement Superstore	14.900	52%	7.75 1,000 sq ft	4.18 per sq ft
863 Electronics Superstore	22.520	60%	13.51 1,000 sq ft	7.29 per sq ft
870 Apparel Store	33.200	70%	23.24 1,000 sq ft	12.54 per sq ft
880 Pharmacy/Drugstore w/out Drive-Through	45.030	47%	21.16 1,000 sq ft	11.42 per sq ft
881 Pharmacy/Drugstore with Drive-Through	44.080	51%	22.48 1,000 sq ft	12.13 per sq ft
890 Furniture Store	2.530	47%	1.19 1,000 sq ft	0.64 per sq ft
911 Walk-in Bank	78.240	80%	62.59 1,000 sq ft	33.78 per sq ft
912 Drive-in Bank	123.245	53%	65.32 1,000 sq ft	35.25 per sq ft
931 Quality Restaurant	44.975	56%	36.88 1,000 sq ft	19.90 per sq ft
932 High-Turnover (Sit-Down) Restaurant)	63.575	57%	36.24 1,000 sq ft	19.55 per sq ft
933 Fast food, no drive-up	358.000	52%	186.16 1,000 sq ft	100.46 per sq ft
934 Fast food, w/ drive-up	248.060	50%	124.03 1,000 sq ft	66.93 per sq ft
941 Quick Lube Vehicle Shop	20.000	40%	8.00 servicing position	4,316.96 servicing position
944 Gas/Service Station	84.280	58%	48.88 per vfp(3)	26,377.92 per vfp
945 Gas/Service Station w/ Convenience Mkt	81.390	44%	35.81 per vfp	19,324.66 per vfp
946 Gas/Service Station w/ Convenience Mkt & Car Wash	76.420	45%	34.39 per vfp	18,556.99 per vfp
947 Self-Service Car Wash	54.000	67%	36.18 wash stall	19,523.45 wash stall

Table 14: Combined Road Impact Fee Rate Schedule - District 2

ITE Code and Land Use Category	Trip Rate	% New Trips	Net New Trips Per Unit of Measure	Impact Fee Per Unit @ $294.65 per Trip
110 Light Industrial	3.485	90%	3.14 1,000 sq ft	0.92 per sq ft
120 Heavy Industrial	0.750	90%	0.68 1,000 sq ft	0.20 per sq ft
130 Industrial Park	3.480	90%	3.13 1,000 sq ft	0.92 per sq ft
140 Manufacturing	1.910	90%	1.72 1,000 sq ft	0.51 per sq ft
150 Warehousing	2.480	90%	2.23 1,000 sq ft	0.66 per sq ft
151 Mini-warehouse	1.250	90%	1.13 1,000 sq ft	0.33 per sq ft
210 Single family House	4.785	100%	4.79 dwelling	1,409.90 per d.u.
220 Apartment	3.360	100%	3.36 dwelling	990.02 per d.u.
230 Condominium/Townhouse	2.930	100%	2.93 dwelling	863.32 per d.u.
240 Mobile Home Park	2.495	100%	2.50 dwelling	735.15 per d.u.
310 Hotel	4.085	100%	4.09 room	1,203.65 per room
320 Motel	2.815	100%	2.82 room	829.44 per room
420 Marina	1.480	90%	1.33 berth	392.47 per berth
430 Golf Course	2.520	100%	2.52 acre	742.52 per acre
437 Bowling Alley	16.665	70%	11.67 1,000 sq ft	3.44 per sq ft
444 Movie Theater	128.460	85%	109.19 screen	32,173.13 per screen
491 Racquet Club	7.015	75%	5.26 1,000 sq ft	1.55 per sq ft
520 Elementary School	7.245	90%	6.52 1,000 sq ft	1.92 per sq ft
522 Middle or Jr High School	6.890	90%	6.20 1,000 sq ft	1.83 per sq ft
530 High School	6.445	90%	5.80 1,000 sq ft	1.71 per sq ft
540 Junior/Community College	13.745	90%	12.37 1,000 sq ft	3.64 per sq ft
560 Church	4.555	90%	4.10 1,000 sq ft	1.21 per sq ft
565 Day Care Center	39.630	75%	29.72 1,000 sq ft	8.76 per sq ft
610 Hospital	8.785	80%	7.03 1,000 sq ft	2.07 per sq ft
620 Nursing home	1.185	100%	1.19 bed	349.16 per bed
630 Clinic	15.725	80%	12.58 1,000 sq ft	3.71 per sq ft
710 General Office	5.505	90%	4.95 1,000 sq ft	1.46 per sq ft
720 Medical office	18.065	90%	16.26 1,000 sq ft	4.79 per sq ft
812 Building Materials & Lumber	22.580	80%	18.06 1,000 sq ft	5.32 per sq ft
813 Discount Superstore (free standing)	24.605	80%	19.68 1,000 sq ft	5.80 per sq ft
814 Specialty Retail	22.160	70%	15.51 1,000 sq ft	4.57 per sq ft
815 Discount Store (free standing)	28.010	83%	23.25 1,000 sq ft	6.85 per sq ft
816 Hardware/Paint Store	25.645	70%	17.95 1,000 sq ft	5.29 per sq ft
817 Nursery (Garden Center)	18.040	70%	12.63 1,000 sq ft	3.72 per sq ft
820 Shopping Center	21.470	66%	14.17 1,000 sq ft	4.18 per sq ft
823 Factory Outlet Center	13.295	70%	9.31 1,000 sq ft	2.74 per sq ft
841 New Car Sales	16.670	80%	13.34 1,000 sq ft	3.93 per sq ft
843 Automobile Parts Sales	30.955	57%	17.64 1,000 sq ft	5.20 per sq ft
848 Tire Store	12.435	72%	8.95 1,000 sq ft	2.64 per sq ft
849 Wholesale Tire Store	10.180	70%	7.13 1,000 sq ft	2.10 per sq ft
850 Supermarket	51.120	64%	352.72 1,000 sq ft	9.64 per sq ft
851 Convenience market-24 hr	368.995	39%	143.91 1,000 sq ft	42.40 per sq ft
853 Convenience market w/ Gas Pumps	271.300	34%	92.24 per vfp	27,179.11 per vfp
860 Wholesale market	3.365	39%	1.31 1,000 sq ft	0.39 per sq ft
861 Discount Club	20.900	70%	14.63 1,000 sq ft	4.31 per sq ft

ITE Code and Land Use Category	Trip Rate	% New Trips	Net New Trips Per Unit of Measure	Impact Fee Per Unit @ $294.65 per Trip
862 Home Improvement Superstore	14.900	52%	7.75 1,000 sq ft	2.28 per sq ft
863 Electronics Superstore	22.520	60%	13.51 1,000 sq ft	3.98 per sq ft
870 Apparel Store	33.200	70%	23.24 1,000 sq ft	6.85 per sq ft
880 Pharmacy/Drugstore w/out Drive-Through	45.030	47%	21.16 1,000 sq ft	6.24 per sq ft
881 Pharmacy/Drugstore with Drive-Through	44.080	51%	22.48 1,000 sq ft	6.62 per sq ft
890 Furniture Store	2.530	47%	1.19 1,000 sq ft	0.35 per sq ft
911 Walk-in Bank	78.240	80%	62.59 1,000 sq ft	18.44 per sq ft
912 Drive-in Bank	123.245	53%	65.32 1,000 sq ft	19.25 per sq ft
931 Quality Restaurant	44.975	56%	36.88 1,000 sq ft	10.87 per sq ft
932 High-Turnover (Sit-Down) Restaurant)	63.575	57%	36.24 1,000 sq ft	10.68 per sq ft
933 Fast food, no drive-up	358.000	52%	186.16 1,000 sq ft	54.85 per sq ft
934 Fast food, w/ drive-up	248.060	50%	124.03 1,000 sq ft	36.55 per sq ft
941 Quick Lube Vehicle Shop	20.000	40%	8.00 servicing position	2,357.20 servicing position
944 Gas/Service Station	84.280	58%	48.88 per vfp(3)	14,403.20 per vfp
945 Gas/Service Station w/ Convenience Mkt	81.390	44%	35.81 per vfp	10,551.89 per vfp
946 Gas/Service Station w/ Convenience Mkt & Car Wash	76.420	45%	34.39 per vfp	10,132.72 per vfp
947 Self-Service Car Wash	54.000	67%	36.18 wash stall	10,660.44 wash stall

Table 15: Road Impact Fee Rate Schedule for Cities - Countywide District

ITE Code and Land Use Category	Trip Rate	% New Trips	Net New Trips Per Unit of Measure	Impact Fee Per Unit @ $187.49 per Trip
110 Light Industrial	3.485	90%	3.14 1,000 sq ft	0.59 per sq ft
120 Heavy Industrial	0.750	90%	0.68 1,000 sq ft	0.13 per sq ft
130 Industrial Park	3.480	90%	3.13 1,000 sq ft	0.59 per sq ft
140 Manufacturing	1.910	90%	1.72 1,000 sq ft	0.32 per sq ft
150 Warehousing	2.480	90%	2.23 1,000 sq ft	0.42 per sq ft
151 Mini-warehouse	1.250	90%	1.13 1,000 sq ft	0.21 per sq ft
210 Single family House	4.785	100%	4.79 dwelling	897.14 per d.u.
220 Apartment	3.360	100%	3.36 dwelling	629.97 per d.u.
230 Condominium/Townhouse	2.930	100%	2.93 dwelling	549.35 per d.u.
240 Mobile Home Park	2.495	100%	2.50 dwelling	467.79 per d.u.
310 Hotel	4.085	100%	4.09 room	765.90 per room
320 Motel	2.815	100%	2.82 room	527.78 per room
420 Marina	1.480	90%	1.33 berth	249.74 per berth
430 Golf Course	2.520	100%	2.52 acre	472.47 per acre
437 Bowling Alley	16.665	70%	11.67 1,000 sq ft	2.19 per sq ft
444 Movie Theater	128.460	85%	109.19 screen	20,472.22 per screen
491 Racquet Club	7.015	75%	5.26 1,000 sq ft	0.99 per sq ft
520 Elementary School	7.245	90%	6.52 1,000 sq ft	1.22 per sq ft
522 Middle or Jr High School	6.890	90%	6.20 1,000 sq ft	1.16 per sq ft
530 High School	6.445	90%	5.80 1,000 sq ft	1.09 per sq ft
540 Junior/Community College	13.745	90%	12.37 1,000 sq ft	2.32 per sq ft
560 Church	4.555	90%	4.10 1,000 sq ft	0.77 per sq ft
565 Day Care Center	39.630	75%	29.72 1,000 sq ft	5.57 per sq ft
610 Hospital	8.785	80%	7.03 1,000 sq ft	1.32 per sq ft
620 Nursing home	1.185	100%	1.19 bed	222.18 per bed
630 Clinic	15.725	80%	12.58 1,000 sq ft	2.36 per sq ft
710 General Office	5.505	90%	4.95 1,000 sq ft	0.93 per sq ft
720 Medical office	18.065	90%	16.26 1,000 sq ft	3.05 per sq ft
812 Building Materials & Lumber	22.580	80%	18.06 1,000 sq ft	3.39 per sq ft
813 Discount Superstore (free standing)	24.605	80%	19.68 1,000 sq ft	3.69 per sq ft
814 Specialty Retail	22.160	70%	15.51 1,000 sq ft	2.91 per sq ft
815 Discount Store (free standing)	28.010	83%	23.25 1,000 sq ft	4.36 per sq ft
816 Hardware/Paint Store	25.645	70%	17.95 1,000 sq ft	3.37 per sq ft
817 Nursery (Garden Center)	18.040	70%	12.63 1,000 sq ft	2.37 per sq ft
820 Shopping Center	21.470	66%	14.17 1,000 sq ft	2.66 per sq ft
823 Factory Outlet Center	13.295	70%	9.31 1,000 sq ft	1.74 per sq ft
841 New Car Sales	16.670	80%	13.34 1,000 sq ft	2.50 per sq ft
843 Automobile Parts Sales	30.955	57%	17.64 1,000 sq ft	3.31 per sq ft
848 Tire Store	12.435	72%	8.95 1,000 sq ft	1.68 per sq ft
849 Wholesale Tire Store	10.180	70%	7.13 1,000 sq ft	1.34 per sq ft
850 Supermarket	51.120	64%	352.72 1,000 sq ft	6.13 per sq ft
851 Convenience market-24 hr	368.995	39%	143.91 1,000 sq ft	26.98 per sq ft
853 Convenience market w/ Gas Pumps	271.300	34%	92.24 per vfp	17,294.45 per vfp
860 Wholesale market	3.365	39%	1.31 1,000 sq ft	0.25 per sq ft
861 Discount Club	20.900	70%	14.63 1,000 sq ft	2.74 per sq ft

ITE Code and Land Use Category	Trip Rate	% New Trips	Net New Trips Per Unit of Measure	Impact Fee Per Unit @ $187.49 per Trip
862 Home Improvement Superstore	14.900	52%	7.75 1,000 sq ft	1.45 per sq ft
863 Electronics Superstore	22.520	60%	13.51 1,000 sq ft	2.53 per sq ft
870 Apparel Store	33.200	70%	23.24 1,000 sq ft	4.36 per sq ft
880 Pharmacy/Drugstore w/out Drive-Through	45.030	47%	21.16 1,000 sq ft	3.97 per sq ft
881 Pharmacy/Drugstore with Drive-Through	44.080	51%	22.48 1,000 sq ft	4.21 per sq ft
890 Furniture Store	2.530	47%	1.19 1,000 sq ft	0.22 per sq ft
911 Walk-in Bank	78.240	80%	62.59 1,000 sq ft	11.74 per sq ft
912 Drive-in Bank	123.245	53%	65.32 1,000 sq ft	12.25 per sq ft
931 Quality Restaurant	44.975	56%	36.88 1,000 sq ft	6.91 per sq ft
932 High-Turnover (Sit-Down) Restaurant)	63.575	57%	36.24 1,000 sq ft	6.79 per sq ft
933 Fast food, no drive-up	358.000	52%	186.16 1,000 sq ft	34.90 per sq ft
934 Fast food, w/ drive-up	248.060	50%	124.03 1,000 sq ft	23.25 per sq ft
941 Quick Lube Vehicle Shop	20.000	40%	8.00 servicing position	1,499.92 servicing position
944 Gas/Service Station	84.280	58%	48.88 per vfp(3)	9,164.96 per vfp
945 Gas/Service Station w/ Convenience Mkt	81.390	44%	35.81 per vfp	6,714.32 per vfp
946 Gas/Service Station w/ Convenience Mkt & Car Wash	76.420	45%	34.39 per vfp	6,447.59 per vfp
947 Self-Service Car Wash	54.000	67%	36.18 wash stall	6,783.39 wash stall